

ONE-PRICE STORE.  
SNYDER.HASSLER & MACBAIN.  
Are always on the lookout for

## BARGAINS

And are receiving new and  
Desirable Goods  
EVERY DAY.

Satin striped Batiste, at 12c a yd.

French cashmere Umbre's, 25c a yd; usual price, 37c.

Yard wide Batiste at 8c a yd.

Pongee Drapery in great variety of styles, at 15 and 17c a yd.

Ladies' black drapery Nets from 25c a yd up.

Figured Mohairs, in light shades, at 35c a yd.

All wool Challies, 32 inches wide, 42c a yd.

Wool suitings, 54 inches wide, 28c a yd.

Wool striped Suiting, 36 inches wide, 12c.

Pin-check wool Suiting, 38 inches, at 15c a yd.

All wool Suiting, 38 inches wide, 20c a yd.

China Silks, at 37c, 50c, 75c and a yd.

Striped Pongee Silks in all the latest shades, at 50c; regular price, 75c.

Ladies' and children's cambric and Swiss Flouncings, from 25c up.

Butterick's Metropolitan Fashion Sheet has just arrived and will be given away free of charge.

Snyder, Hassler and McBain

134 SALEM AVENUE, S. W.,

ROANOKE, VIRGINIA.

## MEALS &amp; BURKE.

## BARGAINS

## FOR THIS WEEK

## Medium and Thin Goods

24 Blue Serge Sack Suits at \$9.00, Former Price \$13.00

20 Gray Serge Sack Suits at \$6.00, Former Price 7.50

28 Black Cheviot Sack and Frock \$9.50, Former Price 10.00.

17 Mixed Cheviot Sack and Frock at \$12.00, Former Price 14.00.

18 Fancy Worsted Frock at \$15.00, Former Price 18.00

We have for your inspection four or five dozen suits beautiful patterns in frocks and sacks. Have bought them remarkably low and you shall have the benefit in prices.

Now is the time to secure a bargain.

MEALS &amp; BURKE.

## GARDEN SEEDS.

## LANDRETH'S

CELEBRATED GOODS.

## SEEDS FRESH

—AND—

## RELIABLE.

—FOR SALE AT—

## C. R. WERTZ,

## FAMILY GROCERY.

108 Commerce St.

Prices as Low as the

Lowest.

## White Bread Flour!

—AND—

## WHITE BREAD FLOUR.

—AND—

WE WILL PAY

## \$50 IN CASH

To any one who can furnish the slightest proof of the slightest adulteration in the

Famous and Popular

## WHITE BREAD

## FLOUR.

Try "WHITE BREAD" and you will

they will locate the adulteration by this process.

## Use No Other.

C MARKLEY &amp; CO.,

124 and 126

First Avenue, S. W.

C. A. HEATH,

The well-known Jefferson Street

BARBER,

Has opened a Barber Shop in Hotel Roanoke.

Room in basement. my30 1m.

## SPECIAL ATTRACTIONS

—FOR—

## THIS WEEK

—AT—

## ROSENBAUM BROS.

French satines at 17c. per yard, regular price 25c.

Drap De Vence and side band gingham 16c. per yard, sold elsewhere at 12c and 15c.

Twenty-five different styles wool challies just received, both figured and side bands.

All silk fish net, 46 inches wide, 79c. per yard.

New lot ladies' blouse waists from 50c. to \$2.00 each.

Twenty dozen babies caps at 12c. each, worth 20 cents.

Fine assortment of Swiss flouncings at all prices.

Guaranteed black ladies' hose 25 cents per pair.

Large assortment of ladies' and children's parasols and umbrellas.

The finest line of dress goods in the city at prices that defy competition.

Millinery Department.

We are receiving daily all the new desirable shapes in white and black straw. Flowers in abundance at prices that will astonish you. Call early and secure genuine bargains.

ROSENBAUM BROS.,

42 Salem avenue.

## WANTED

## 75 - Ladies

TO CALL AT

## Blount's Diamond Front

—AND—

Get one box red seal lye and one cake

Hoe Cake soap for 12c.

## Good for Ten Days.

RESPECTFULLY,

C. F. BLOUNT,

The - Cash - Grocer,

134 SALEM AVENUE.

## MONEY TO LOAN ON TIME, AND

payments to suit borrower. People's Perpetual Loan and Building Association, of Roanoke, Va. A. Z. Kolner, president; M. C. Thomas, vice president; W. F. Wind, secretary and treasurer. Room 1, Masonic Temple, Campbell street. Paid up shares, \$50 each. Installment shares, \$1 per month. Borrowers can at any time secure a loan and fix their own limit of the period for repayment.

As a savings bank this institution offers special inducements. Installment shares may be paid for at any time. Interest is allowed on money paid in, and a successful business, paying semi-annual dividends, and a desirable investment for capital.

## J. E. Mulcarney &amp; Co.,

Manufacturers of

TIN AND SHEET-IRON WARE,

And dealers in all kinds of Cooking and Heating Stoves. Plumbing and Gas and Steam fitting done. Tin roofing a specialty. Satisfaction guaranteed. No. 115 First avenue, Roanoke, Va.

—THE—

## N. SALE &amp; CO.,

## REAL ESTATE AGENTS.

BEDFORD CITY, VA.

Agents for

The Bedford City Land and Improvement Co.

The Otter View Land Co.

The Longwood Park Co.

And the desirable business and residence property in the town. Refer to the First National Bank, Bedford City, Va. apl-5-3m.

## THE OLD AND NEW

THE SOUTH IN 1889 AS COMPARED WITH 1884.

ITS WONDERFUL DEVELOPMENT.

Number of New Railroads Built During the Past Year and Their Total Mileage—Wonderful Progress in the Development of Resources.

"Bless me, ain't it pleasant, riding on a rail."

Until within recent years, the expression which heads the column, was not heard in the Southern States, except on rare occasions. Of course the larger cities were connected by railroads, and the railroads were, perhaps, as numerous as the development, which had then taken place, demanded.

The principal means of travel was by horses and carriages, and steamboats, the proverbial Southern gentlemen with his horse and saddlebags, is still being commonly spoken of, especially in the South, where the South is looked upon yet as the slow going section it was until a few years ago. The South by her location, was always naturally a great agricultural district of the country, and it took years and years for the residents of that section to discover that they had coal, iron and timber more plentiful than any other section of the world. But when the discovery was once made, and the fact was thoroughly demonstrated, it did not take long for what idle Southern capital there was, to find investment in these fields and for Northern capital, and even foreign capital, to be attracted to them. The extent of this development is nowhere more plainly visible than in the increased amount of railroad building which has been going on in the South ever since the war, and particularly in the last few years.

To give some idea of the extent and rate at which the ten Southern States, a map of which is included in the heading of the Tradersman, have been developing recently, a comparison of the amount of their railroad building in the years 1884 and 1889, is interesting.

In 1884, there were six new railroads built in the State of North Carolina, the aggregate mileage being 174.1 miles. In 1889, in the same State, fourteen new railroads were built, aggregating 250.5 miles. In 1884, South Carolina built two new railroads, aggregating 25.7 miles; in 1889, three railroads, aggregating 43.5 miles. In 1884, Georgia built seven new railroads, aggregating 88 miles; in 1889, seventeen new railroads, aggregating 328.9 miles. Florida in 1884, built six new railroads, aggregating 182.6 miles, and in 1889, twelve new railroads, aggregating 183.3 miles. In 1884, Alabama built seven new railroads, aggregating 96.2 miles, and in 1889, twelve new railroads, aggregating 142 miles. In 1884, Mississippi built three new railroads, aggregating 228.3 miles, and in 1889 she built four new railroads, aggregating 169 miles. In 1884, Louisiana built four new railroads, aggregating 112 miles, and in 1889 nine new railroads, aggregating 132 miles. In 1884, Tennessee built only four railroads, aggregating 55 miles; in 1889 she built ten new railroads, aggregating 184.8 miles. Arkansas built four roads, aggregating 35.5 miles in 1884, and in 1889 five new railroads, aggregating 62 miles. In 1884, Texas built three railroads with a total mileage of 113 miles; in 1889 she built ten railroads, aggregating 282.7 miles.

This statement shows that in 1884 the ten Southern States built forty-six new railroads and an aggregate of 1,083 miles, and in 1889 the same States built ninety-six new railroads, aggregating 1,770 miles. The increase in the number of new roads is more than 100 per cent., and the increase in the number of miles built is more than fifty per cent.

In the year 1889 no two other States in the Union built as many railroads as did the ten Southern States. Further, no State in the Union, unless it be the new State of Washington, shows as great an increase for 1889 over 1884. The State of Georgia in 1889 built more miles of railroad than any other State in the Union, except Washington. Another thing to be gleaned from the foregoing figures, is the fact that the Southern States have divided their railroad building for the year 1889 among more different roads than have any of the other States. This shows that the great increase of mileage does not come from building of any one solid trunk line through the section, but from the extension of roads already in existence a few miles further here and there, to reach some new and probably heretofore undeveloped resource.—The Tradersman.

## The Lawn Party Tonight.

The lawn party in the Earman lot, adjoining the Baptist parsonage on Roanoke street (Third street) will afford a delightful entertainment this evening. Fruits, cream, ices and other refreshments will be furnished. Prompt and attentive lady waiters will serve. Rustic seats, spacious lawns, star light promenade, etc. This will be a most enjoyable occasion. Let it be well patronized.

The Estey stands at the head of all the different makes of organs. It is unrivaled for beauty of workmanship, sweetness of tone and durability. If you are thinking of purchasing an organ, be sure you get the Estey, take no other.

THE HOBBS Music Co., Lynchburg, Va. General Southern Agents.

Go to Geyer's to get your spring and summer suits. my20 tf

## THE TOWN BUILDER.

He is One of America's Peculiar Products.

The town builder is a character that is without doubt, destined to find a place in American future. He is a product of this country and is peculiarly American. Rice is well known in Roanoke and got many of his lessons in town building right here in our midst. The following sketch from the Atlanta Journal, will, therefore, be of interest to his friends.

"Talk about a Napoleonic bomber," said Mr. Harrison, "but I never heard of one yet who could come up to Rice. He has built sixteen young cities, and nobody knows where he will stop. He looks around and sees a place where there ought to be a town or city. He has plenty of money of his own, and is backed by almost countless millions. He buys all the land around the proposed town, and goes to work. The first thing he does is to organize a national bank, and that is some thing done before there is a single house on the site of the proposed town. Then he organizes various manufacturing establishments. Millions of dollars are spent in the briefest imaginable time, and woods and fields are transformed into thriving and prosperous cities. Fourteen months ago he started Fort Payne in Alabama. There was nothing there except two or three small wooden stores. He bought all the land he could get, and the fellows who owned the little stores caught on and refused to sell, so he built his town three-quarters of a mile above them in the valley, and left them alone in the outskirts. Fourteen months ago there was practically no Fort Payne. Now the population is about 8,000. Rice's first town is Cardiff. He is spending \$80,000 there on streets. He has one avenue two miles long, a hundred feet wide and laid in asphalt. Not long ago the place was old fields. At a sale a few days ago, property brought \$28 per front foot. It is a sleeping car standing on the sidetrack that had brought people there to buy at the sale. The people were wild. It is said that one dead man got excited and bid against himself four or five times. He was so anxious to get into the town. Rice's towns always have the latest improvements and conveniences for cities, magnificent buildings and manufacturing establishments with unlimited capital. Rice has built six towns, and has a magnificent residence in each town, which, of course, he does not occupy, for he always has a new town on hand.

## THE FIRST MAD DOG.

He Creates a Panic About Hotel Felix and is Shot by Policeman Ware.

The first mad dog of the season has appeared on the streets of Roanoke, and the people had hereafter better keep a sharp lookout for the dangerous animal.

He was white and frothed at the mouth, he snapped at anybody and everything that came in his way and when he reached the Hotel Felix he was on the loose, and everybody was getting out of his way as fast as their legs could carry them.

Policeman Ware, pistol in hand, was close behind and just as the dog reached the hotel he fired. The animal staggered for a moment, but did not fall. On the contrary he increased his gait and with the blood streaming from the wound made by the bullet, he ran a picture frightful enough to make everyone get out of his way.

Ware is a pretty good runner, but the dog was a better, and he increased the distance between himself and his pursuer. He ran for some time, and was chased, and then Ware succeeded in coming up with him again. He gave him another shot, which took effect in the dog's head. But this only served to increase his speed and he left every one behind and when he was going up toward Salem at a speed that laughed at pursuit. All this occurred yesterday afternoon.

## Almost an Accident.

Yesterday afternoon while an east-bound freight train was passing through the Norfolk and Western railroad tunnel near the city, a large cedar saw log, about three feet in diameter, rolled from a car and fell into the narrow space between the side of the tunnel and the stone side of the tunnel. The log was so large that it projected over the track, knocking two or three trucks from under the train and bringing it to a standstill. The conductor then remembered that the belated passenger train was thundering along close behind and immediately sent back a flagman to stop it, which he did just a few hundred yards west of the tunnel. But for the coolness and presence of mind of the freight train crew and their prompt action the world would doubtless have been a frightful collision and wreck in the midnight darkness of the tunnel, and shut in by its narrow confines. As it was, the passenger train was stopped, and a force of hands got the damaged freight train under way again and the track clear in half an hour.—Lynchburg Advance.

## Danville in a Bad Way.

This great love of cash seems to be fastening itself on the church members, and many who at one time gave their time and talents to the work and demands of the Great I Am, are rarely seen in their places in the sacred edifice. If they get here on Sunday mornings they seem to think they have done all that is required of them, and the demand on their time, on their labor and on their wealth is fully satisfied. As a good man said a few days ago: "The love of money and a desire to make it is leading the church members to indifference and worldly-mindedness, and this great desire is brought about by the mighty speculation of the day."—Danville Ledger.

## The Races Yesterday.

In the races at Melrose driving park yesterday afternoon, Frederick trotted three heats with Little Jim, and won all of them. The time was 3:05, 3:07, and 8:12.

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## JULY FOURTH!

A GRAND TIME TO BE HAD IN ROANOKE.

PARADE, BASEBALL AND RACES.

United Order of American Mechanics.

The Junior Hose Company and Members of Other Organizations to Participate—The Programme.

Fourth of July promises to be a most enjoyable day in Roanoke, and no one will be obliged to leave the city to have a good time.

There will be races at the driving park in the afternoon, a game of ball in the morning, and a parade by the United Order of American Mechanics. It is proposed to so arrange the program that these events may be enjoyed by every one, and the crowd will not be divided.

The base ball game will take place early in the morning before Old Sol begins to rule his work. It has not yet been decided what clubs will play, but the management promise that those who attend will see a good game, and it will be over in good time so as to allow every one to eat his Fourth of July dinner before the base ball commences.

It has not yet been decided at what time the parade of the United Order will start, but it will probably be immediately after dinner. Invitations have been sent to all of the trade organizations in the city to participate, but they have not been as yet acted upon, except in the case of Junior Hose Company No. 2. The fire ladders will be out in full force, and will doubtless make their usual fine appearance.

The races in the afternoon promise to be the best yet seen in Roanoke, and all of the fast horses of the city and county will be there with all four feet. It is the intention of the management to make the meeting the event of the season, and no pains will be spared for the entertainment of the men in making the occasion a most enjoyable one for all concerned. The Tradersman presents below the program of the day:

Races at Driving park, July 4th, at 3:30 p. m.

## PROGRAMME.

First race—Trotting to harness, mile heats, 2 in 3. Purse, \$75. \$50 to first, \$25 to second. Entrance fee, \$5. Three horses must start. Only horses owned in Roanoke county twenty days before the race are eligible to start "in this race."

Second race—Running, one-half mile heats, 2 in 3. Purse, \$125. \$100 to first, \$25 to second. Entrance fee, \$7.50. Three horses must start.

Third race—Free for all trotting. Mile heats, 2 in 5 to harness. Purse, \$150. \$110 to first, \$40 to second. Entrance fee, \$10. Four horses must enter and three start.

Races will be trotted under national trotting rules, and run under national jockey club rules.

Ladies are specially invited to attend. Admission 50 cents; children under 10 years, free.

## Hotel Arrivals.

The arrivals at Hotel Roanoke yesterday were:

New York—J. Pepper, Irving Ward, R. J. Shields, G. W. Hanna, M. Morris. Baltimore—C. G. Leep, C. E. Beidler, W. W. Harris, Jr., A. J. Harter, H. H. Stettin, W. H. Silwell.

New Orleans—Mrs. Winston, Philip Winston, C. W. Saunders. Petersburg—James M. O'Neck, Charles Leonard. P. A. Asher, Durham, N. C. M. J. Bishop, Pittsburg, Pa. H. O. Rogers, Roanoke. Ed. H. Garvin, Norfolk, N. J. C. C. Grattan, London, England; D. H. Barger, Bluefield, W. Va.; C. E. Rugler, J. M. McRae, Tazewell, C. H. W. Baker, Winchester, Va.; Geo. L. Colgate, Bedford City, W. B. Morse, Boston.

I. H. Sutcliffe, Louisville, Ky.; B. Lowenberg, Norfolk; E. P. Lee, Lynchburg.

## Christened by the Enumerator.

Some very funny things turn up in the building presided over by Mr. Porter as might be expected from the large territory that is being covered by the census agents. A letter received yesterday at the commission caused large smiles to run all around the room among the clerks as its purport leaked out. The letter was from a census enumerator in Indiana, addressed to Mr. Porter, and read as follows: "Finding a baby without a name that was born just in time to have its nose counted, and the family undecided as to a name, the matter was finally left to me, whereupon I christened him Porter F. Crabb, the first name after you, and the second after myself. As the kid is from a long line of good old Kentucky blood, I hope the name will not handicap him in the race of life."

## James T. Gott, Carmi, Ill., Says

He paid thirty-one dollars doctor's bill for his wife in one year, and one bottle of Bradfield's Female Regulator did her more good than all the medicine she had taken before. H. W. Bradfield, Regulator Co., Atlanta Ga., for particulars. Sold by Budwell, Christian &amp; Barbee.

The best fitting and most stylish suits in the city at Geyer's, on Campbell street.

The best horses in the country are running at Sheephead Bay, and the returns are received direct from the track, by a special wire at the Turf Exchange of Gossett &amp; Co., 18 Salem avenue.

Geyer, the Campbell street Tailor, carries a large and select stock of goods in his line.

## THE VIRGINIA DEBT.

Satisfactory Progress of the Plan of Action Looking to its Settlement.

The New York correspondent of the Baltimore Sun says:

In the authority of one of its members the Sun correspondent learns that the Virginia debt committee have been in daily conference during the past week. A number of cable messages have passed between here and the bondholders' council in London, all of the most satisfactory character. The main points of the plan of action have been acceptably settled, and there remain only a few minor details on which further instruction from London is thought to be desirable. The cables from the other side finishing the matter are momentarily expected and then the whole scheme will at once be made public. This committee hope to be able to do very early in the coming week. They are much pleased with the rapid progress they have made in solving the tangle. The Virginia debt commission did not seem able to come to any agreement with the London people, but the New York committee have won the confidence and good will of both, and have thus been able to smooth the path between the two jarring principals. When the scheme of adjustment has been formally agreed upon it will then be submitted to the arbitration board, of which ex-President Cleveland is the head. Mr. Cleveland is much interested in the scheme, and one of his last things he did before he left for his cottage at Marion, Mass., was to send to the committee to ask if his absence from New York would hamper their work in any way, or if he could do anything to assist them before he left. All these incidents encourage the committee to think that the long-w